

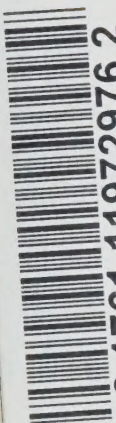
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The bicyclist's handbook



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Ontario

Ministry
of
Transportation

Ed Fulton, Minister



THE BICYCLIST'S HANDBOOK

A GUIDE TO SAFER, MORE ENJOYABLE CYCLING

This booklet "shows and tells" cyclists of all ages how to get the most out of their bicycles for fun, for health and for transportation.

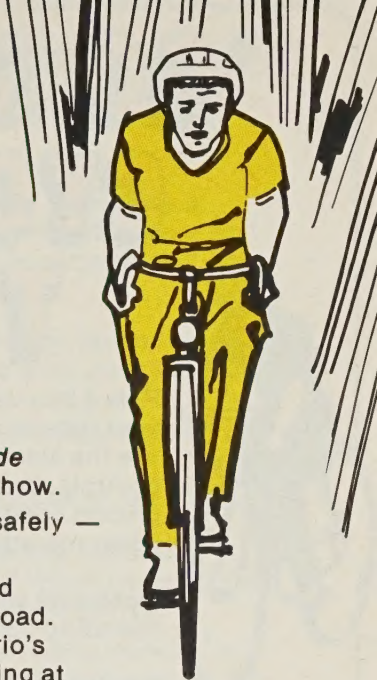
If you read the Bicyclist's Handbook carefully and familiarize yourself with its contents — then put this into action through the proper use of your bicycle, and by obeying the rules of the road — you'll be helping yourself and contributing to safety on the roads.

Go safely!

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RIDING A BIKE'S EASY!



Sure it is. Once you learn to *ride* one, they say you never forget how. Driving a bike — and doing it safely — isn't so easy.

Bicycle drivers of all ages should know and obey the rules of the road. The number of bicycles in Ontario's streets and highways is increasing at a rapid rate.

This is reflected in the number of traffic collisions involving bicycles:

	Bicycle Deaths		Bicycle Injuries	
	1987	1986	1987	1986
Age 15 and under	15	11	1,875	1,669
Age 16-44	14	14	2,572	2,386
Age 45 and over	5	3	188	180
Age not stated		1	458	446
Total	34	29	5,093	4,681

Studies of bicycle collisions indicate these problem areas:

- lack of ability to handle the particular type and size of bicycle
- lack of proper equipment such as reflectors and lights
- lack of knowledge and observance of the rules of the road and safe driving practices.

As a bicycle driver, you must follow the same rules of the road as other vehicles.

'GO SAFELY' CYCLING TIPS



Ride a bicycle that "fits" you. The size of your bicycle affects your ability to reach and use the steering, pedalling and braking controls. You should be able to reach the ground comfortably with the ball of your foot when you are sitting upright on the seat.

Make sure your bicycle is in safe operating condition.

Practice with your bicycle before you take it out on a busy street. If you're used to a standard bicycle, you'll find a high-speed, geared bicycle harder to handle.

Drive as close as possible to the right-hand side of the road and in single file.

If you're out after dark or in poor visibility, make sure motorists can see you. Use a light, reflector and reflective tape required by law. Wear something light-coloured and put an extra bit of reflective tape on the pedals.



Carry parcels in a proper carrier, not in your hands.

Drive "defensively". Remember, you're one of the smallest units on the road. It's not always easy for motorists to see you. Even when the motorist does, it's a common error to misjudge the distance of a smaller object.

When leaving your bicycle in a school yard, shopping plaza, or other location, **make sure you lock your bicycle to avoid it being stolen.** Secure it with a chain and combination lock to a lamp post or other stable structure.



Your bicycle is a vehicle under the Highway Traffic Act



Your bicycle must have a warning device such as a bell or horn that sounds loud and clear.

If you ride after dark or when the light is poor, your bicycle must have:

- a white or amber light on the front
- a red reflector or red light on the rear
- red reflective material at least 10" (25 cm) long, 1" (25 mm) wide on the rear
- white reflective material at least 10" (25 cm) long, 1" (25 mm) wide, on front fork

Your bicycle must be in safe operating condition

- **Lubrication** — front hub, head bearing, coaster brake and crank bearings need good multi-purpose grease. Chain and pedals need good light machine oil.
- **Steering** — keep handlebars straight, tight and right height. Keep handlebar nuts tight. Make sure grips are snug.
- **Wheels** — check for bent or missing spokes. Keep axle nuts tight.
- **Tires** — check for cuts and bruises. Keep pressure up. Bald tires give poor traction and increased stopping distance.
- **Pressure guide:**
 - 1-1/4" (30 mm) tires, 50-65 pounds (350-450 kPa)
 - 1-3/8" (35 mm) tires, 40-60 pounds (280-400 kPa)
 - 1-1/2" (40 mm) tires, 35-55 pounds (250-380 kPa)
 - 1-3/4" (45 mm) tires, 30-50 pounds (200-350 kPa)
- **Brakes** — keep them properly adjusted.
- **Chain** — should be cleaned and oiled regularly. Check for weak links. Keep proper tension...about 3/4" (2 cm) up and down movement is correct

Bicycles are prohibited

... on expressway and freeway type highways such as the 400 series, the Queen Elizabeth Way, the Queensway, and on roads where "NO BICYCLE" signs are posted.

KNOW AND OBEY THE

SIGNALLING

You must signal before turning, changing lanes, stopping or slowing down.



LEFT TURN



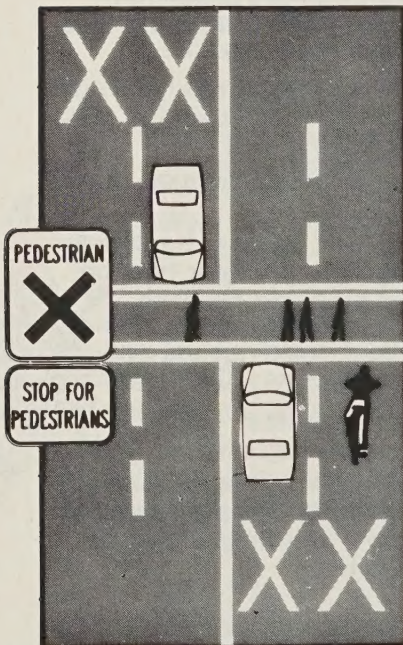
RIGHT TURN



SLOWING
OR STOPPING

RIGHT OF WAY

At intersections where there are no lights or traffic signs, yield right of way to traffic approaching from the right. At intersections with stop signs, come to a full stop. Wait until the way is clear of vehicles and pedestrians.



When you're coming out of a driveway, yield the right of way.

Pedestrians legally using an intersection have the right of way.

PEDESTRIAN CROSSOVERS

Yield the right of way to pedestrians in the cross-over. Slow down or stop if necessary.

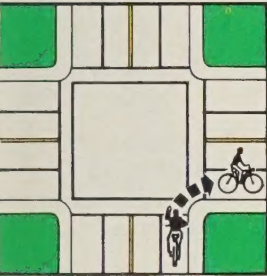
Don't pass another vehicle within 100 feet (30 m) of the crossover.

NO PASSENGERS are allowed on a bicycle designed for one person.

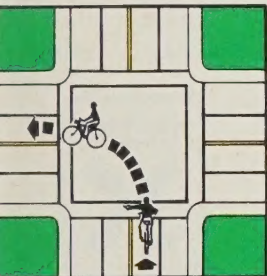
RULES OF THE ROAD

RIGHT TURNS

A bicycle is one of the smallest vehicles on the road. Making a turn at a busy intersection is very hazardous because it is difficult for motorists to see you.



RIGHT TURNS



LEFT TURNS

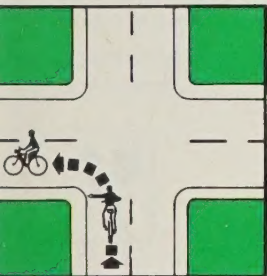
Don't decide to turn at the last minute.

Check traffic, signal and move into proper lane.

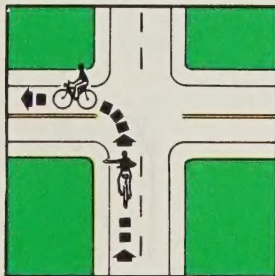
Signal your turn well ahead of the turning point and hold the signal until you are ready to start the turn. Put both hands on handlebars when making the turn.

Complete your turn in the proper lane.

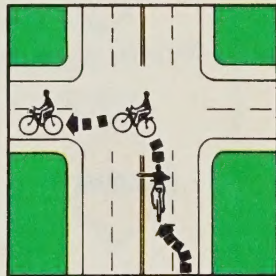
At busy intersections it's safer to get off your bike and walk across with the pedestrians.



1-way to
1-way



1-way to
2-way



2-way to
1-way

TRAFFIC SIGNS TO KNOW AND OBEY



No bicycles allowed



Bicycle route



No pedestrians or bicycles allowed



Stop



Yield right of way.
Be prepared to stop,
if necessary.



Two lanes of traffic
are about to join
into one. Merge
smoothly.



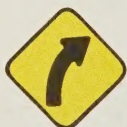
Traffic signals ahead



No U Turn



Railway crossing



Bend or curve
in the road ahead.



Highway work
operations ahead



Pedestrian
crossover



Bicycle crossing



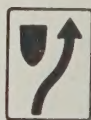
Steep hill ahead



Bump



Left lane ends ahead



Pass to the right



Road narrows ahead



Traffic may travel in
one direction only

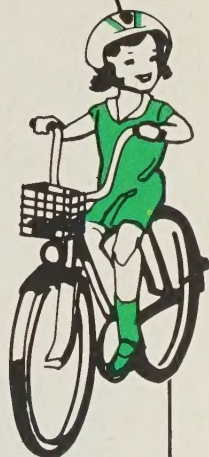


No left turn



BOYS and GIRLS

learn to be an expert cyclist



It's just as hard to be an expert bicycle driver as it is to become an expert in hockey, basketball or any other sport.

If you're going to be an expert, you must learn and understand the rules. You have to practice, and most important of all, you must know what you are doing — and why.

This section of the Bicyclist's Handbook will show you and tell you the things you should know if you are going to become an expert cyclist.

13

LUCKY RULES

Young bicyclists should get to know these rules and follow them at all times. Remember, it's very important to learn about traffic now, when you are a cyclist. Soon you will be a motorist — and you'll be a better driver then, if you learn the rules now.

1

Obey all traffic signs and signals

The signs and signals you'll see on page 6 are posted to protect your life — and the lives of others. They must be obeyed.

2

Drive on the right-hand side of the road

Remember — you must not drive in the middle of the road, or on the left-hand side, or weave your bike from side to side. Ride on the right always, and be very careful when you pass parked cars. Thoughtless motorists sometimes open doors on the traffic side, right in your path. Be alert.

3

Ride single file on the street

Always drive one behind the other. Do not follow too closely. Keep at least one bike length behind the cyclist ahead. This gives you space to brake and stop without causing a rear-end collision in an emergency.

4

Stop before driving into the street from your driveway or a lane

Motorists may not have time to see you if you pop out onto the street suddenly. Dismount and walk your bike into the street. Then mount if traffic permits and drive away.

5 Walk your bike at busy corners

It's impossible to see in all directions at once. Traffic is tricky at corners, so the safest thing to do is dismount, and walk your bike across with the pedestrians.

6 Be sure to give the correct hand signal when you are going to stop, or turn

Get to know the correct hand signals, as shown on page 4.

7 Carry parcels and books in your carrier

Good car drivers keep both hands on the wheel. Good cyclists keep both hands on the handlebars. And you can't do that if you've an armful of books or a bag of groceries. So put things in your carrier.

8 Never ride two on a bicycle

Unless you have a tandem (a bicycle built for two) your bike was built to carry only *one* person. Never carry a passenger on the handlebars, crossbar or seat.

9 Never hitch a ride on another vehicle

Don't "hitch" a ride hanging on the side of a truck. It's not only against the law, you can get hurt or killed very easily doing this.

10 No "trick riding" on the streets or highways

Trick riding on the streets, roads or highway isn't smart — it's dumb. Good cyclists don't have to show off.

11 Be alert for vehicles about to pass you

Drive as far over to the right as you can, to allow other vehicles to pass you safely. If you are about to turn, check traffic in all directions, especially behind you. Make your signal, then turn when it's safe to do so.

12 Your bicycle must be equipped with safety devices

If you drive your bike at night, you must have a headlight on the front; a red reflector and red reflective material 10" (25 cm) long and 1" (25 mm) wide on your back fender; white reflective material 10" (25 cm) long and 1" (25 mm) wide on your front forks. And a good clear bell or horn, whether you drive night or day.

13 Your bike must be in good working order

Just as brakes, lights, tires must be in good condition on a car, so must they be on a bicycle. Check your chain too. And if you're proud of your bike, you'll keep it washed, polished and well-oiled.

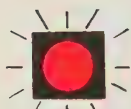
Watch For Traffic Signal Lights



means bicyclists or motorists must bring their vehicles to a stop at a clearly marked stop line or, if none, at the nearest crosswalk or, if none, before entering the intersection.

Wait till signal changes to green before proceeding through intersection.

Unless a sign indicates otherwise, a right turn may be made on a red signal, provided that bicycle or other vehicle is first brought to a *full* stop, and subject always to the right of way of pedestrians and other traffic.



means you must bring your bicycle to a stop and proceed only when it is safe to do so.



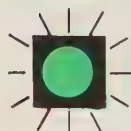
means that a red signal is about to appear. You must come to a full stop unless such a stop cannot be made in safety. If it is not safe to stop, proceed with caution.



means slow down and proceed with caution.



means you may proceed if the way is clear. When turning on a green signal, remember that *pedestrians crossing on the green light have the right of way.*



means vehicles including bicycles facing the light may turn left, turn right, or go through while opposite traffic faces a red light.



means you may enter the intersection to move only in the direction shown by the arrow. Yield the right of way to pedestrians and other traffic lawfully using the intersection.

Be a better bike driver through the GO SAFELY CYCLERS COURSE

Many boys and girls all over Ontario have become better, safer bicyclists because they learned how to drive their bicycles in a cycle safety program.

You can, too, through the GO SAFELY CYCLERS COURSE — a program to promote the idea of safe cycling, with the strong help of local police, civic groups, teachers, scout, guide leaders, and boys' and girls' clubs.

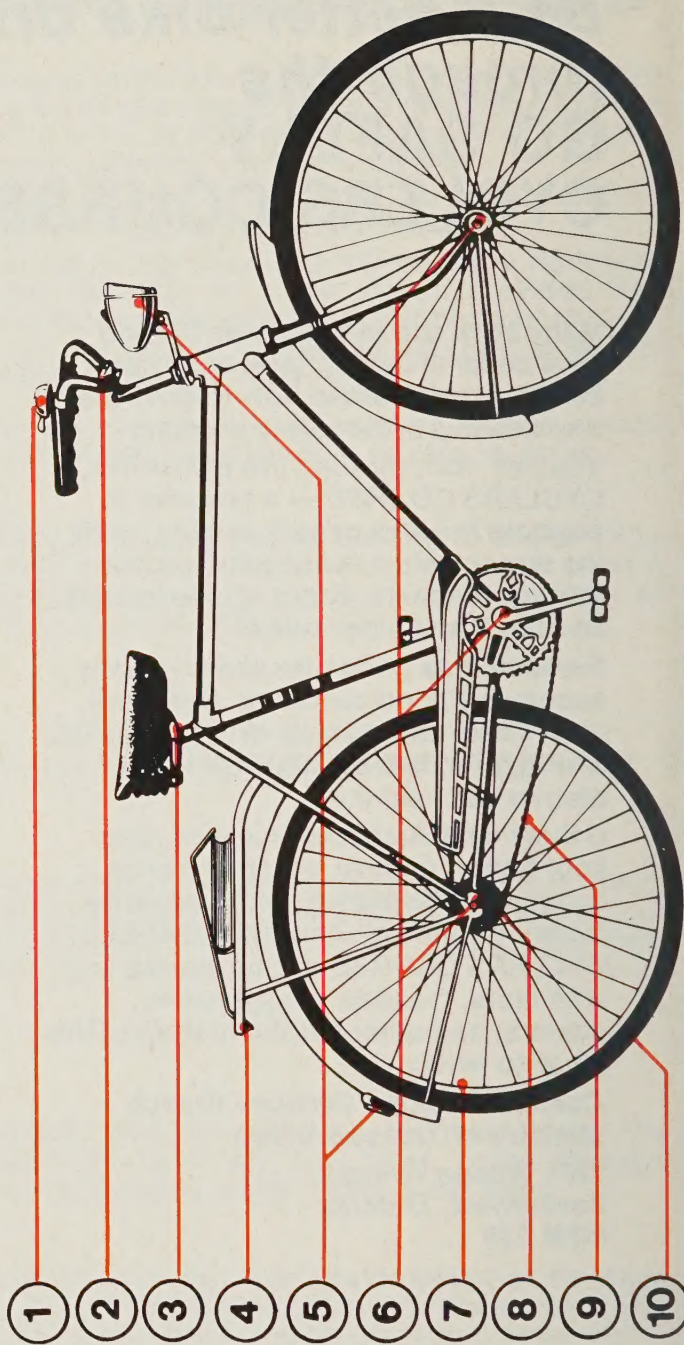
Remember, a good bike driver usually becomes a good car driver. Get ready now. Learn safe bicycle driving. The GO SAFELY CYCLERS COURSE in your district can help you.

If there isn't such a course now, ask your father, mother, teacher, police, scout or guide leader, to please write for information on how a GO SAFELY CYCLERS COURSE can be started . . . with tests, "roadeo" suggestions, posters, and other helpful material. The place to write:

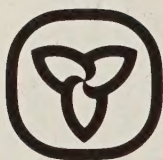
**Communications Services Branch
Ministry of Transportation
1201 Wilson Avenue
Downsview, Ontario.
M3M 1J8**

MANY OF THE THINGS THAT APPLY TO A CAR APPLY TO YOUR BICYCLE.

FOR INSTANCE — REGULAR CHECK-UPS.



- (1) Bell — law requires your horn, bell or gong be loud and clear.
- (2) Steering — keep handle-bars straight, tight and right height. Keep handlebar nuts tight. Make sure grips are snug.
- (3) Seat adjustment — if the seat is not properly adjusted you can't drive safely and without strain and fatigue. Too low or too high, you lose pumping power.
- (4) Parcel carrier
- (5) Lights — for night driving you must have a white or amber front light, a red reflector or light on rear. You must also have red reflective material at least 10" (25 cm) long, 1" (25 mm) wide on back fender. Front forks must have white reflective material at least 10" (25 cm) long, 1" (25 mm) wide.
- (6) Lubrication — Front hub, head bearing, coaster brake, and crank bearings need good multi-purpose grease. Chain and pedals need good light machine oil.
- (7) Wheels — check for bent or missing spokes. Wheels won't run true if all spokes aren't tight and in position. Keep axle nuts tight.
- (8) Brakes — are just as important on your bicycle as on a car. Keep them properly adjusted.
- (9) Chain — should be cleaned and oiled regularly. Remember — it connects the source of power (you on the pedals), with the sprockets that provide the "drive". Check for weak links. Keep proper tension. About 3/4" (2 cm) up-and-down movement is correct.
- (10) Tires — check for cuts and bruises. Keep pressure up.
1-1/4" (30 mm) tires, 50-65 pounds (350-450 kPa)
1-3/8" (35 mm) tires, 40-60 pounds (280-400 kPa)
1-1/2" (40 mm) tires, 35-55 pounds (250-380 kPa)
1-3/4" (45 mm) tires, 30-50 pounds (200-350 kPa)
Don't drive with bald tires. You'll have poor traction, slow stopping when you hit the brake.



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